## NEW YORK HERALD.

JARRY GORBOD BRITIST. PROPRIETOR AND SDITOR

THE R. W. COMMENTS OF PERSONS AND MARKET STE

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## DOUBLE SHEET

Bew York, Wednesday, August 4, 1852.

Mails for California.

THE NEW YORK WEEKLY BERALD. The mail steam-bip Obio will leave this port at two Celock to-morrow afternoon, for Aspinwall, with the smile for the Pacific. The New York Whenly Heaste. with the latest news, will be published at ten o'clock in

The News.

By the arrival of the steamship albatrons, from Barifax, and by the telegraphic wires, we are enshled to lay before our readers a great deal of very Interesting matter concerning the fishery difficulty with the British Provinces. Among other things, we observe that two vessels have already been Steed out at New Brunswick, for the express purpose of checking the encroachments of the French fisher men It would thus appear that the Americans are not to be the only ones driven from the ground. Indeed, judging from the tone of the provincial prece, as well as the official documents elsewhere given, the sole cause of the trouble with our neighbors on the other side of the St. Lawrence, was their anxious desire for reciprocal trade with us, combined with their opposition to the French fishermen Is will be seen that the inhabitants of the pro-Vinces are particularly desirous, in their petition to the Queen on the subject, that the Americans should continue to fish in the waters thereabout; but, at the same time, they avoid alluding to the French, from whom they derive no advantage in the way of trade; while, on the other hand, it is a well estab-Behed fact that they reap many perquisites from the Americans, by the sale of produce, the right of caring fish on shore, &c , in addition to which a very large number of them gain a livelihood by being employed on board of our vessels. They seem to understand perfectly well that the withdrawal of the American fishermen from their coasts will really be an almost insurmountable loss to them.

This fishery affair was the cause of considerable discussion, and no little excitement, in the United States Senate yesterday-a message having been mercived from the President, transmitting all the official correspondence appertaining thereto. Our Senators evince a determination not to be driven in this matter, come what may, and will oppose any treaty touching reciprocity in trade, or anything else, on the part of the Executive, that will in any way interfere with the rights of the legislative branch of the government concerning the regulation of the revenue laws. The speeches of Messrs. Case, Davis and Hamlin, on this subject, are particularly striking, and will be read with attention.

Some very interesting information touching this controversy with the provinces, will be found in the despatch from our special Washington correspondent. He states that the affair has infused maiderable animation into the executive officers. and that the clerks in the State Department have been busy copying documents, night and day, since Saturday. Secretary Corwin, it is reiterated, visited Canada at the request of the President, for the express purpose of gaining information on the subject, and everything las been done to get at the bottom of all the facts. Secretary Webster's views upon the question seem to have been entirely thrown everboard, and the President now evince a determination to act for himself in the matter. It is strongly suspected, and not without good reason, according to our correspondent, that this Sahery dispute was fanged into flame by an Americap citizen, who was desirous for reciprocal trade with the Canadians. This gentleman, however, bee evidently mistaken his bearings, by endeavoring to push things to extremes, and in the end may fied that he has "jumped out of the frying pan into the fire." One thing is very certain-the best informed men in Washington and elsewhere, appear to have no idea that the dispute is of sufficient magnitude to lead to a war, although it may eventually cause a vast deal of diplomatic negotiation.

The House of Representatives, yesterday, very prudently resolved to cut off all further Buncombe speeches on the Civil and Diplomatic Appropriation bill. One gentleman, Mr. Johnson, of Ga., was very desirous of gratifying his constituents by de-Mvering his views on the Presidential question; but as the constituents of other members expected them to attend to the public business, he could not be gratified. Why does he not print his speech, as other sensible members have done? It would save fime, and be fully as serviceable. After wading through several amendments to the bill in question. and approving of one appropriating \$75,000 towards cerlenishing the Congressional library, the body adjourned.

The steamship Hermann, arrived early yesterday, brought four days' later news from Europe. The management of the Hermann, under her present commander, Lieut. Higgins, and the head engineer, Mr. Gallagher, has justly attracted the attention of the public at both sides of the ocean, as testified by the complimentary testimonials conferred upon the commander and his realous officers. The regularity of her movements result more from the interior economy of the vessel, than from her mould or outlines; and the triumph she has achieved over former disadvantages, leaves no doubt upon the most skeptical that experience is the best reformer and regulator of the great machinery by which her movements are controlled. The consumption of coal by the Hermann, under this principle, has been reduced 1 tom 900 to 600 tons-the intermediate balance a. Vording one foot of draught; consequently, her car yo, upon this inward voyage, amounted to nearly 700 tons, independent of 1,649 packages and 280 The passage of the Hermann was twelve days and fifteen hours, and that in opposition, almost

so recessively, to head winds. On reference to the lengthy details elsewhere given, it will be found that the news brought by the He, mann is very interesting. The result of the electh were still the principal topic of disaussion in Pa gland. The returns had not yet been all received; but enough was known to render it quite certain that the present migistry would be in

a decided minority, although, by counting the ter, and others who are opposed to Lord John Rossell, the Derby ministry may manage to work its way along for some time to some. The article from the London Times relative to the condition of Mexice, is well worthy of person! That journal is impressed with the belief that the only way of preventing the genoral dismemberment of that unhappy governm would be for President Arista to assume dictatorial powers. We may take occasion to allude to this matter hereafter. Louis Napoleon and the French are getting along quite amicably. It will be seen that he lately made a tour to Strasbourg, for the purpose of inaugurating the opening of a new rail-Enthusiasm and magnificent displays were the order of the day. A great variety of political and miscellaneous information is contained in the letters of our Lendon and Paris correspondents, to which the reader's attention is directed. Money was still abundant at London, and the Liverpool cotton market was firm, but breadstuffs were extremely dull.

The reader will elsewhere find accounts of the pro gress and ravages of the cholers throughout the country. Although the disease is unusually malignant, it is pleasing to know that it does not pre vail to within anything like the extent it did in former years, and that most of the cases occur in solated instances, where there is a want of proper ventilation and cleanliness. The malady has already rapidly diminished in Buffale and Rochester, and will probably entirely disappear from those places in a few days.

A despatch from the West states that nothing definite is yet known concerning the elections which took place in Missouri and Iowa, on Monday. At St. Louis it was believed that the democrats had elected their candidates for the legislature, but the result as to the Congressman was extremely doubt-

According to a despatch from New Orleans, infermation has been received from Texas which confirms the report of the massacre of Captain Marcy and his men, by the Indians, on the plains. What authority there is for the announcement that an express had arrived at Fort Smith, with the intelligence that the Captain and his command are safe, we have not learned. Fears are entertained that it is a beax.

Late advices from Texas represent that General Smith is using his endeavors to check the murderous operations of the Mexicans and Indians on the Rio Grande. It is high time.

We are serry to learn, by a despatch from Albany, that Mr. R. Sands, the equestrian, met with a fatal accident at Welcott, in this State, on Saturday last, Being bantered, he undertook to perform his antipodeon feat upon the ceiling in the Court House. when the plastering gave way and he fell a distance of eighteen feet to the floor, by which his neck was broken, and he died immediately. It is very strange that a performer of Mr. S.'s reputation, should have undertaken such a bazardous task.

The arguments produced last evening, at the meeting held at Lafayette Hall, against the railroad project in Broadway, are well deserving of the attention of every citizen. To us, at least, they appear to be unanswerable; and it is to be hoped that such a piece of destructive vandalism as turning the noblest street in any city in the world into a railroad, to fill the pockets of a few speculators, will never be to erated by the inhabitants of New York. It would be the very climax of dis-

During the meeting of the Board of Aldermen, last Monday evening, an unusual amount of business was transacted, as might have been seen by our report, and last night such was the despatch with which every subject was acted upon, that the Board, having disposed of all the papers before it, adjourned till the first Monday in September. Thus the whole labor of eight evenings was accomplished in two, and about \$500, the salary for six meetings, saved to the city. The whole number of papers, including resolutions, potitions, &c., disposed of by the Board at its two meetings, was 139. There was very little discussion among the members, every subject being seted upon with almost entire una

In the Board of Assistant Aldermen, last night, an objection was made to the confirmation of the minutes of the previous evening, on the ground that Mr. McConkey's vote had not been counted. The President entertained the motion, but on a division it was negatived, and the minutes were affirmed. r. O'Brien brought forward a very imp tion for the appointment of a committee, with a view to ameliorate the present deplorable condition of poor emigrants, who, in consequence of the closing of the Canal and Centre streets depots, are left de solute, destitute, and devoid of the common necessaries of life, and wandering about the streets day and night, without food or shelter. No action was taken upon this philanthropic motion. It was laid upon the table.

A convention of the Judiciary will be held this day (Wednesday) at Albany. The judges of the Supreme Court, of the Superior Court, and of the Common Pleas, of this city and county, left town yesterday evening, for the purpose of attending the convention, at which new rules of practice for the civil courts of this State will be adopted.

As usual, our pages this morning contain a great amount of highly interesting matter, to which we have not room to particularly refer, among which is the following:-The capsizing of the revenue cutter Taney, and loss of five men; letters from Quebec, Bangor, Ningara Falls, and Saratoga Springs; a table exhibiting the recent performances of the celebrated yacht America; a communication concerning sufety to steamboats; theatrical and musical no tices; a large number of local and miscellaneous items; monetary, commercial and shipping reports, &c , &c .- the whole forming one of the most complete newspapers of the age.

ADJOURNMENT OF CONGRESS .- The two Houses of Copgress have agreed to adjourn on the 31st instant. This will give them four weeks yet to work up the indispensable business of the session. which is the appropriation bills, including, by all means, their ewn pay and mileage, if everything else goes by the board. But beyond the appropriation bills we must not expect much; and the less, perhaps, the better. It is certainly a matter of very little regret that the various railroad stock jobbing and speculating schemes introduced into the House have gone by the board, in the detail and in the aggregate, one by one, and finally all in a lump. The free farm or Homestead bill, in the Senate, giving to all actual settlers, on the public lands, the free gift of a farm, and Mr Bennett's land distribution bill, for the division of some sixty-five millions of acres of public lands among the several States, and all the other multifarious schemes for equandering away the public domain, will now, we suspect, be superseded, and set aside, for want of time, or laid on the table, or rejected.

different subjects, these land bills will be left as unfinished business, coming up duly in order at the next session as a continuous part of the present Copgress. But, as far as the present session is concerned, we apprehend that the Homestead bill and the grand land distribution bill, and the plundering stock jobbing railroad bills, are all laid on the shelf. Thus far, the present session has been the dallest, most stupid, useless, idle and unprofitable, of any one session of Congress, of which we have any recollection, for the last one hundred years. Between the free sollers and scoessionists, both the old parties have been kept at bay, so that neither, by a regular party, nor a combined party movement, have they been able to divide the plunder. This is intolerable; and the day of adjournment of a legislative body thus organized, or rather disorganized, will be a day of public congratulation. A Congress that is bound up, hand and foot, is a squabble for the spoils, can do nothing better than adjourn, pecket their pay and mileage, and go home.

Most likely, with a multitude of other bills on

-The New Colony of the Bay Islands.

We published, exclusively yesterday, from our orrespondent at Belise, in Honduras, a very interesting letter, embracing the following impertant official document :-

PROCLAMATION.

This is to give notice that Her Most Gracious Majerity, the Queen, has been pleased to constitute and make the blands of Rusian. Bonacca. Utilia Barbarat, Helene and Merat to be a colony, to be known and designated as "The Colony of the Bay Islands." By command of Her Majesty's Superinkendent. AUGUSTUS FREDERICK GORE. Acting Colonial Sec. God save the Ouecn."

God save the Queen!

Colonial Secretary's Office June 17, 1852,

Belize, Eritish Honduras.

Here we have a solemn notice that "Her Most Gracious Majesty, the Queen, has been pleased" to cetabli-h this new colony. And where is it? In the Bay of Honduras- a small cluster of islands, to be sure : but an excellent foothold for future encroschments. They constitute a capital naval station, for depots of supplies, &c , in the event of war; for, with the island of Jamaica on the opposite side, in their occupation, the British may now shut up the Southern outlet of the Gulf of Mexico almost completely, between Cuba and Yucatan, or render it certainly very hazardous for an American vessel to attempt to pass through those straits. At the northern pass, a fleet of observation between Cuba and the Florida Keys would lock up the gulf entirely, and reduce our vast commerce therein, at both extremities, to the pressure of a practical blockade. In this view, Her Majesty's new Colony of the Bay Islands, on the west flank of the outlet of the Gulf of Mexico into the Carribean Eea, with Jamaica on the east flank, is a little colony of some maritime and military importance. It is of that class of points of occupation of which Gibraler, the Island of Malta, and the Cape of Good Hope, are the most conspicuous—the points which command the great channels of the world's commerce. The establishment of this Colony of the Bay Islands, therefore, is a sagacious stroke of commercial and military policy on the part of her Majesty's povernment.

Nor is this all. It is but the beginning of the ending. For the last half dozen years the intrigues and intermeddling tricks and conspiracies of British official agents and secret spics, in all parts of Central America, have been so impudent and reckless as to betray the ultimate design of the sove reign occupation of a large portion, if not of the entire Isthmus of Central America. These intrigues and conspiracies have been backed up by British fleets in both oceans, among other things. compelling, at the cappon's mouth, the commercial ships of the United States to pay tribute to a deputy of the King of the Mosquitoes.

Under cover of an international treaty in refer ence to the Nicaragua inter-oceanic canal, we find England at length condescending to take our government into co-partnership in the management of Central American affairs. But the Clayton treaty, by which both parties are excluded from colonizing or attempting any jurisdiction over the territories of Central America, not being satisfactory to her Majesty's agents, is openly violated. An explanation follows; but it becomes necessary to have a new understanding, and Mr. Crampton takes the initiative in submitting his protocol for a sort of joint protec torate, to Mr. Webster. The high contracting parties upon this happy idea proceed to regulate all the internal disputes between the States of Central America, and especially their boundary disputes; and it is highly probable that, from the necessity of the case, all parties will be perfectly satisfied with the arrangement which is understood to have been made between Mr. Webster and Mr. Crampton, at

Washington. Now, we apprehend that this whole business will ultimately result in a cession of a portion, and an important portion, of Central America to Great Britain, as the cheapest alternative of escaping the difficulties of which this nest egg is destined to be the fruitful source. A joint protectorate with Great Britain signifies no better pacific finality than an ultimate division of the territory between the protecting parties.

Such are the consequences of a want of a little deci sion, firmness, and independence, in our last two or three administrations. The enforcement of the Monroe doctrine of foreign non-intervention in the domestic affairs of the independent States of North America, would have been the true policy to pursue. The abandonment of that doctrine, and worse than all, a copartnership with Great Britain, over the Central American States, is full of trouble and mischief. What the next administration may do bees an interesting question. If it follows the policy of Mr. Webster and Mr. Clayton, the next eten will be a treaty for the joint protection of Mexico, preparatory to a division of that republic between Great Britain and the United States.

The preclamation of this new colony of Her Britaonic Majesty of the Bay Islands, is but the initiatory movement to more enlarged operations. As soon as Mr. Webster shall have brought the codfish question to a pacific or warlike ultimatum, we shall call his attention to the affairs of Central America.

THE HERALD-THE DEMAND GREATER THAN THE Supray -We have recently received numerous complaints about the difficulty of obtaining a supply of the HERALD, and we have been asked what the reason is, since we have made so many improvements to meet the increased and ever increasing demand. We shall be candid, and confess that we are cornered for once. We have expended \$10,000 in Improvements in our machinery, and other inprovements, during the last twelve months, in order to accommodate the public in their demand for the HERALD, which had increased beyond our power of supply. And now we have to acknowledge, that though the speed of our presses is increased more than one third, we are just where we were at the start. for our circulation has increased in the same ratio, and the difficulty is as great as ever. Since we commenced making these improvements a year ago, twelve thousand have been added to the list of our daily circulation alme, and if our circulation goes on increasing at the same rate, we are utterly at a loss to know what to do, unless Mr Hoe, or some other genius in the way of fast presses can improve upon the speed of lightning. He has done his best for us according to his present attainments, but we do not despair of his finding something new by which he can outstrip the velocity of to day, and keep pace with the future in the steady onward march of our circulation, which knows no balt or respite. If he does not, we shall be still more pozzied than we are new; but sufficient unto the day is the evil thereof.

THOMAS KAINE'S PUNISHMEST, IF GUILTY .-- A diversity of opinion exists in our community as to the punishment that awaits Thomas Kaipe, whose extradition is claimed by the British authorities, for shooting with intent to kill. Some assert that, if found guilty, he will be hanged, whilst Mr. Edwards, the coursel for the claimant, stated in court that the ultimatum of the penalty would be transportation for life. The law in England is death for the crime of wounding with intent to murder, and transportation if the jury find the intent only to do grievous bodily harm. This will be seen by the following extracts from our exchanges :-

THE ASSAULT ON MR. CHAMBER.

At the Armegh Assizes (ircland.) on Wednesday, Francis Rerry was found guilty of a Scientous assault on Meroduth Chambre in the parks of Killeyy, on the 20th of January, 1852 by fiving a loaded biunderbuss at bim, and wounding him in the bend, &c., with intent to kill and Baron Greene addressed the prisoner and sentenced

him to be hanged. At the North of England Circuit the following ap-

ATTEMPTED NURBER AT BARNSLEY. ATTEMPTED MURDER AY EXECUTED On the date of June list at Barmley, discharged with having on the date of June list at Barmley, discharged a loaded plotol at George Savage, with intent to murder or do him some grierons body harm. The jury found the prisoner purity of sheeting with intent to do gravious body harm and he was rentenced to even years transpor-

Thus we see that the crime is punished according to the intent of the party, and the letent with he deducrable from the motive.

THE HENRY CLAY CALABITY .- WILL JO ER PORE !- We publish, to-day, some addition particulars in relation to the burning of the steamoat Henry Clay, and every bour something new is transpiring to schance the horrors of that awful catastrophe, and to throw light upon the parts played by the owners and officers of the doomed

We learn that on Monday an engineer went down as a witness for the presecution, to examine the machinery before it was disturbed, and on looking into the flue, he found it completely choked with pieces of coal, so that in case of a strong fire the flame must have been thrown back, and consequently spread around the wood work. This shows a state of neglect highly culpable The evidence is so strong that this boat was in the habit of taking fire, that we understand the fact will not be disputed by the defence. So often did it occur, that the pilot seems to have thought nothing about it, though the passengers were in such a state of exeitement. When the alarm was given, he paid no attention to it; when it became more menacing, he went down to see what it was all about; but on returning, kept the boat on her course, till the clerk came to him, and told him the fire could not be controlled. He then steered for the shore. Had he done so when the boat first took fire, as he ought to have done, he could have easily made the regular landing at Yonkers, and perhaps not a human being would have perished. But the idea was, that the race must be maintained at all hazards, though five hundred victims

should be immolated in one sacrifice. We learn, upon good authority, that the Heary Clay being started as the bully of the North river, the owners-of the Reindeer were compelled to wishdraw her some months ago, in order to avoid collisions, which they saw were inevitable from the determination evinced by the managers of the Clay. This, we understand, will be distinctly proved on

The card of the owners and captain that there were two good boats on board to save the lives of the passengers, is contradicted by the most indubitable testimony. To persons in such danger as they were, the first thought would be a small boat. They looked everywhere, and saw none, simply because there was none. Racing as the Clay was, she did not want to carry unnecessary weight or to be encumbered with small boats.

It has been stated that everything was done by the owners and officers that could have been done. We should like to be informed what was done There was one thing, that in the absence of lifeboats, and with such a determination to race, ought surely to have been provided, but was not, and that is a fire engine. The western boats, which race so much, are for the most part supplied with a fire engine, which is worked by the machinery of the steam engine, and is capable of flooding the whole vessel in a few minutes. Had such a protection as this been placed on board the Henry Clay, the probability is that the fire would have been subdued

without damage or loss of life. The statement that the engineer and pilot remained at their posts, has been refuted by the testimony of Mr. De Peyster, before the coroner of Westchester county, on Monday. As for the exertions of the captain, it is notorious that he abandoned the wreck at once, and came down in the Armenia to publish a statement that there were only ten women and children lost, and that, of course, was all their own fault. The cool indifference to loss of life on the part of the owners and officers is only equalled by the coolness of the application before the coroner's jury to have the inculpated parties examined as witnesses in their own behalf.

The question recurs-will justice be done, or will the whole of this tragedy be turned into a farce in our courts of justice ?

It will be perceived that the Westchester lury at a very advanced hour returned a verdict which is very good so far, but which we hope will not turn out to be a brutum fulmen. The United States Courts, however, have taken up the matter with vigor, and we trust they will carry it through in the same spirit.

THE NORTH CAROLINA ELECTION .- The State

election in North Carolina, which will take place to-morrow, embraces many important features, not only in the questions at issue within the boundaries of the State, but in the bearing they will have upon the Presidential canvass. A Governor and members of the Legislature are to be chosen; and the most important local question involved is the property qualification in voting for State Senators. democratic candidates rally under the standard of free suffrege, while a portion of the whigs, although professedly in favor of constitutional reform, do not avow themselves opposed to the qualification clause. The present Governor, David S. Reid, is a democrat, but was elected two years ago, more on account of the personal unpopularity of his competitor, and a disaffection in the whig ranks, than on the strength of his party. He is now a cardidate for re election; and if North Carolina should again honor him, and elect a majority of the democratic candidates for the Legislature-or even if the State should fall wholly into the hands of the whigs by a very close vote-it would brighten the prospects of Pierce and King, and give increased assurance to the democratic party throughout the Union-based on the fact that some of the whig papers, while they give a hearty support to the whig State ticket, refuse to place the name of General Scott upon their banners. The State has uniformly voted for whig Presidential electors since 1836, when it gave Martin Van Buren majority of 3,600, although two months previous the whig State officers were elected by a nearly equal majority. On the Legislature about to be elected-which also gives increased importance to the canvass-will devolve the selection of a United States Senator. Under these considerations a great deal of engerness will be manifested, and all eyes will be turned to the result of the North Carolina election.

## The French Vaudeville and Ballet Troupes at Castle Garden.

Last evening the most enchanting place of amusement n New York-one of the best halls for enjoying refreshng breezes, Castle Garden—was numerously attended by a fashionable audience, who gave to the French artists a magnificent reception. The first piece performed was a French vaudeville in one act, called "Les Anglais en Voyage," in which the celebrated Menchand, the best comic artist and singer who ever appeared on the stage in this city played four parts, with a talent and an originality which excited the plaudits and the universal laughter of all present. This vaudeville, full of spirit, like all the French pieces of that kind, was admirably well performed by the three artists who appeared in the principal parts. ons Menchand and Grant, and Mme, Diguet. The beautiful ballst "Sathaniel." danced by the four celebrated sisters Rousset, succeeded the vaudeville. The charming daneners, whose fame is so well known in Paris and Brussells. have a pure and lively style of dancing, which attracts the most enthusiastic plaudits. The ballet taken from the plot of " Robert the Devil," is quite interesting, and was admirably well executed by the celebrated Mile. Caroline and her three sisters, who form together a quatuer of admirable elegance and talent. This evening, the epera of the " Crown Diamonds" will be repeated, with Mme. Fleury Jolly, as Catharina. in which she plays and sings with the most remarkable talent. The opera will be followed by a divertisement, in which Mile, Caroline and Adelaide, will dance "La Manola." and Theresine a Hungarian pus. Castle Garden will be crowded with the admirers of elegant and classic dancing, and those who enjoy a charming opera,

The Turf.

Usies Course, L. L.-Trorriso,-Monday, Aug 2, a sweepstakes of \$400, mile heats, best 3 in 5, to 250 lbs.

| wagens | G Nebon named s g Johnny Morrison | 1 1 1 1 | S. McLanghiin moned g g Jersey | 2 2 2 | J. Whelpley named h g J. Rean | 3 3 dis. | H. Jenes named g m rad | Glass | wagone.

Hattreed in Broodway-Morting to Op

the Project. and others opposed to the project of destroying the abjette Ball, pursuant to the fellowing notice :-

receip bait way in Bucanway .- The owners of pro-y or breasway, and citizens generally, opposed to a day or that avenue, are requested to meet at Lafayotte Breasway on Tuesday evening next, August 3d, at past 7 event. Owing to the shortness of the notice, the meeting was

Design to the shortness of the notice, the meeting was not as large as it would have been otherwise. But still it was a very respectable meeting, and some of the greatest property ewars in the city were present.

The following were the officers of the meeting:—

Preside at CHESTER DRIGUS.

Vice President—James R Whiling, F. B. Cutting, John J. Chece Richard Mortimer, Stephen B. Muon. Richard F. Carman, Philip Burrows, George Lovett, James Feck Ree Lockwood, Leroy M. Wiley George W. Verrien R. L. Solemon, J. B. Monnott, S. B. Althourse, William Niblo, John C. Cheeseman, Nicholas Ludiam, and Jenjamon L. Swain.

Recretaries—Henry I. Hart, Thomas Green, B. Both, F. B. Feming, John O'Brien.

The meeting was called to order by Mr. Philip Burrows, George Lovett, John O'Brien.

The meeting was called to order by Mr. Philip Burrows who can this meeting was preliminary to future action and to agreater necture.

The meeting was then addressed the meeting to the following effect. He wished they had selected some other gestleman to preside on this occasion, who possessed greates it flucture with the City Fathers than he did, but he would do the best be could. They had met on, very important business, and he was glad to see so many present. He was acked by a friend when coming to that meeting what was graing on? He said ha, was going to a meeting to remonstrate against: a railroad in Braudway. "Why, who wants that?" said the friend. That was a very important question. Did the owners of property want such a railroad? (Cries of "mo.") He did not see the first man who wanted it. Did the owners of property want to a railroad is heart of the property want to a railroad is property want to be a good thing, but, on inquiry he found that these men were paid for saying so, and that they were going about saying the same to were paid agents of the special contrary observed a man to go about and see who were opposed to it. We have a received a m

Whereas, a petition has been presented to the Common Council praying for the privilege of laying a railway in Breadway, and Whereas, it is decidedly contrary to well-established unage that so imperiant a measure should be decided before the view and whales of the property owners, and those pesicing or doing business on the street, are correctly ascortained they being the parties must directly affected by the property of sail attrect; and Whereas such as expression of opinion is deemed necessary at this juncture, therefore be it herebyed, That we consider railways as of questionable advantage within the densely populated portions of cities, and that we see with deopeoneers the evident disposition to me all our principal streets for the way which they partially depressed to the agranting to private companies the evident disposition to me all our principal streets for the way which they partially depressed of being a beneut to our property or our booknass, he a decided disadvantage, and will prove a serious injury to m, decrease our business, and materially depressate the valve of our property, as is abundantly domostrated by the experience derived by other streets now occupied by railread tracks.

Heading That the railway will render Breadway as is the bookery now-because of its railroad a street through which nene would mass unless c mpelled by necessity, preventing entirely the cester of its use for releaser, depriving the citizens of the use of that the proposed a street through which nene would be easier of its use for releaser, depriving the citizens of the use of that the proposed space, on on the occasion of extensive military or civic displays; that the proposed space on the sides of the street would be entirely made quait, therefore the cars could not be ron; and as such contingencies are of very frequent occurrence, the consequence of the interruption of the travel accountment of the row solids hould be entirely unavoidable, as Broadway is the cost travel, that we cannot be take of the street would be f

and to affect ample facility to all preferring that mode of transit.

Resolved. That the proposed railway is endirely unnecessary for the juryese of increasing the facility at transit from the upper part of our city to the lower to consequence of the approximation of other lines of road to the course of Briacway—the Harlem Road teing within a block at four-teenth arrest, the Susth arenue read crossing at Thirty-fearth street, the Eighth avenue road at about Seventiesh street, and the Hudson River road approaching within an inconsiderable detance, at Manhattanville—all of them vice tracts, and of capacity swittern to accommediate any pleable increase of up town population for years to come.

I esolved. That the special Committee of the Blazd of aldernen, to whom will be referred our remembrances against this sechene, be requested to carefully and closely examine said remonstrances, that they may therefrom acceptain bear general is the opposition to thus plan. From the actual owners and occupants of Breadway property, and that they may be induced to given their action in the matter in accordance with the expressed views of the partice whose with a certainty, are suitled to paramount consideration.

The resolution were adopted unantmounty.

Mr. Princip Bernowsis them moved the following resolution:

lution —
Resolved, that a standing committee of twenty one be appointed to receive communications, and report at a future
morting to be called by them, the best mode of relieving
Broadway from its present interruptions to trivel, and
that sais committee be surhorized to confer with compers
as decompants represented at this meeting, and with the
city entireties for the purpose of accomplishing this
most derirable object.

The following were appointed the standing commit-The following were appointed the standing committee:—

James R. Whiting Richard Mortimer, Chester Driggs,
Thos. A. P. Davies, F. B. Cutting, W. B. Astor, Findip
Burnows Scattury Brewster, Peter Goelett Geo Lovera,
W. D. Booth, Richard P. Carmar, Feter Lordard, J. B.
Monrott J. Q. Jones, B. L. Solomen, A. T. Steward, Stephen Storms, R. S. Clark, John J. Cheo, Warren Leland,
Dr. H. Bestwick
The revolution was adopted unanimously,
General Laun then said be was in toe Corporation when
the Harlem Raitrond poject was brought forward. He
opposed that at the time, and wrote a letter, of which he
is did in his hand the substance, and which, with a few
alterations, applies to the present question, and with
still greater force.

One of the Secretaries then read the following dozu-

of the Secretaries then read the following docu-

alterations, applies to the present question, and with still genter force.

One of the Eccretaries then read the following document which was well received:—

Having here a member of the Board of Alderman when the Harlem Hairoad Company made application to the theory of the Common Council for permission to last track in Broadway (when there were few. if any, omethodors on too street,) I will communicate to the public a few of the reasons and objections by which I was influenced to oppose the measure, at that time and leave it to judge whether these reasons and objections do not arrive with additional force against the propose measure at the propose of measure at the propose of the street—that is, the space between the carrisgo way of the attent—that is, the space between the carrisgo way of the attent—that is, the space helven the forty feet, and below the Park considerably less.

That two tracks of a railroad, with the necessary space between them, would compy shout thirteen less of the centre of the street. (This is the case in the Rowery.)

The care which would be required to carry the great number of passengers who pass up and down this street, could not be less than its feet in which each, and to canable the cars to pass each other freely, there must be a space between the tracks of a least one toot. This would leave a space between the tracks of at least one toot. This would leave a space between the tracks of at least one toot. This would leave a space between the tracks of at least one toot. This would leave a space between the tracks of at least one toot. This would leave a space between the tracks of at least one too toot. This would leave a space between the tracks of the acres of the great their doors, nor a certman of stopping is take up or put down a load of goods or feet, or huisting misterials or anything else, and the difficulties which were apprehended at the application of the Harlem Railroad Company lave increased temping of the great them done, can be continued of the street would not have

think any person will be conviced by standing half an hour at the corner of Cortlandt or Futton streets, on any week.

The ostensible ebject of the railroad is described to be, to relieve Broadway from the great pressure of contibuous and other carriages on that assect; but it is very sear, that by place is the middle of the street-cornyling one third of the creates and the street-cornyling one third of the creates and the street-cornyling one third of the creates and faced obstraction which me other than the residue of the carriage way—a rai road, which would be a rule carried and faced obstraction which me other than the residue that the creates are the pressure of the carriage and of others, would only increase the pressure of the carriage and the pressure of the carriages.

Another edges could not it of others, would occupy the winter tension. For increase we smallered have a fall of snow of a feet or more the president in the winter tension. For increase we smallered have 19 feet in width. The secundation of prior there are not then from both sinewalks and the railred tracks, and three not not be no creates with any kind of white.

It is easily to conceive what confesion must be the conscinct of the railred tracks, and three passing up and down Broadway at state, conveying the great number to and from the tumerous places of smushment and hoths situated on Proadway and the danger to which persons must be expected in esterling or leaving those theless, post straind when the lamps are not lighted, and when the rivate carriage, except the care, will be excluded from the centre of the small space of fifteen feet on each side of the river to have and passing up to the reprince hacks, and emblances are to more and pass each other earlies and omblines are to more and pass each other earlies and omblines are to more and pass each other earlies and omblines are to more and pass each other earlies and omblines are to more and pass each other earlies and omblines are to more and pass each other earlies and or the fire

Mr Davin. E Sickless was then called upon by the President to actions the meeting. He said—If I was to some you on a subject of combination of the templet and to you to prepare my-eff with more facts, and more a flection on the facts than it is possible for meeting the flection of the facts than it is possible for meeting the three proceeding. What I have to say has debuless occurred to seep with meeting for the moment, the thoughts that have art-en in my mind in somment, the thoughts that have art-en in my mind in somment, the thoughts that have art-en in my mind in somment, the thoughts that have art-en in my mind in somment the thoughts by consecuting them to redress my all cut fine streets, by consecuting them to redress my all cut fine streets, by consecuting them to redress my unlawful. For what is the right that the corporation holds in the highway. Why, that the streets as every laways in the highways. I say unlawful. For what is the right that the corporation holds in the highways. Why, that the streets as a very laway in the streets as you own your lote. They amnot sell the highway is a supplied to the land will be streets as you own your lote. They amnot sell the perty. They have not the power to allow the smallest shad in Broadway for any conceivable purpose. Yet we find men asserting that the power to allow the smallest shad in Broadway for any conceivable purpose. Yet we find men asserting that the Power to allow the smallest shad in Broadway for any conceivable purpose. It is unmeressary to denounce such a project as an outrage upon common sense being such a pulpable abundity as it is. Yet we have seen the Geporation exercise this right and at least one of our courts—the distribution of the street of the seen and outrage upon common sense being such a pulpable abundity as it is. Yet we have seen the Geporation exercise the pulpable of the street of the seen and the property and of the pulpable abundity as it is. Yet we have seen the Geporation exercise the pulpable abundity and the pulpable abund Cour of who would believe that. I have known them to believe things ten times as should as that. But the mere laying occur of the track is a superficial view of the rulicet. If there he key track it must be a double one; and if they dispense with the emilbuses, which is the only reason I ever heard for a rulivese in the is the only reason I ever heard for a rulivese and instead of having them spread over the street, as at present, there would be an increasant line of them and we should have a never enough stream from January to January, passing up and own every twenty live seconds, and faster as is proved by calculation, in other words, the care would divide Broadway to two streets, so that it is a proposition to lessen literatively to had its width. Any man who decies that this would be otterny unterested the street, will show a barothood that will entitle him to be regarded as a curicelty in Bernom's since sun. (Lauguter). The general places of an unement are in Broadway. Carriage are merenant to their homes. How could carriage turn our and passand repress in the narrow space of fluen feet, which is all they would have? It would be not impossible for cares or earnings or wagons to cross the street, and the result would be that they would is compelled to shandon broadway, and seek other streets. I know not how has those who own propetty or occupy wented to decitor, it there could be no put more effects. I know to the hearthest was to affect Broadway; but if they wented to decitor, it there could be no plan more effects. I know to the street. As allowed he bear made to public processions. Hereafter if this project should be carried nobody will be received in broadway, but Iffuson, the leftway king. I am not fortunate enough to do any business in other street. As allowed he a property owner in I reasowy. I am not fortunate enough to do any business in other street. I have a property owner in I reasowy. I am not fortunate enough to do any business in other street. It has a property owner in I reasowy. I am not fo The motion was adopted and the meeting adjourned.

the table for signature —
To this Honorauta the Common Council of the City
Of Naw Yorn.—
Wa, the undersigned, owners and companie of property,
efficient on Frondeny, most respectfully remeasurate sits
your Honorable Bedy spained a railroad in Bradeway.
Your remonstrate humbly see firth that they believe
that ead railroad will consists seriously to their detrimont
for the reason that the care will unapplies the street to
the exclusion of greate validoes, thereby rendering valuelies their store, which have been rected and embeldishe
at great expease and greatly depociating the value of mofety on Broselvay. And that the Rose premiums, held a
great cost, for which they are heavily taxed accordingly
obtained for it in relieving Bradeway of the presence aftered
to call the fore this new scheme, despend to operate for the
agreemishment of a few speculation is only pairway pre-

The Most Jealous Observey is unable to distinguish between the color amparted by Cristadoro's Liquid Hair Dya and the natural rue. One reason is that its never crisps or rescence the bair or dissolver the skin of the lead. Applied and sold by Claist ADORO, No. 6 Aster House. Private room for applying the dye.

H. T. Lovet's Office for the Sale of his celeprated "Wabphene," is his Chambers street. This stricts will critally restore gray hair to its original color, and cures baldness, as thousands can testify. Call and restorers can be for the crital color, and cures baldness, as thousands can testify. Call and restorers cannot be supported by the color of the c

Gourand's Liquid Hair Dye is, without exception or reservation the very host aver invested; it needs no poffery. Equally colorsated is Gourand's Medicated App, for curing pinples, freekles, sallewoose chaps, ren large, &c. Power Subrile versots bair from any part of the host. Liquid Ronge, List White, and Bair Gless, at No. 67 Whiter street, near Brondway.

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Bair Dye is the best tet discovered for solouring the bair or higher the moment in is applied. The wonderful wan and scrinisty with which this favorite and old established Rair